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The China Mail

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Barometer 29.75

Rainfall 0.00 inch.

Humidity 82

June 27, 1921, Temperature 81.

No. 18,603

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HONGKONG TUESDAY JUNE 27, 1922

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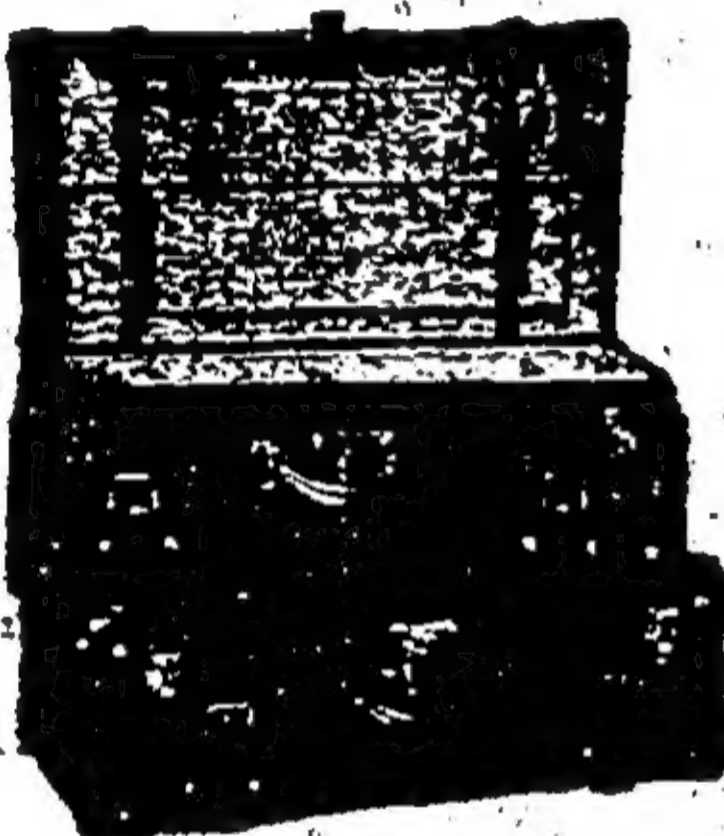
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is now being displayed

AT

J. ULLMANN & CO.

HONGKONG.

TO-DAY'S CABLES.

(Reuters Service to the China Mail)

THE WILSON ASSASSINATION

INQUEST OPENS AT WESTMINSTER

The inquest in connection with the assassination of Sir Henry Wilson opened to-day at Westminster. The coroner and jury arrived at 10.15 a.m. and the body at 9.15 a.m. Simultaneously the coffin draped with a gold-embroidered cloth emerged from the Court. The accused, on their solicitors' advice, did not attend the inquest.

BROTHER GIVES EVIDENCE.

The first witness, the deceased's brother, testified that the Field Marshal during the last few months had not referred to any threats on his life though the subject was previously mentioned. Witness was unaware when police protection was withdrawn.

DRAMATIC STORIES TOLD.

Dramatic stories of the tragedy were told by other witnesses whose names were withheld, including the taxi-driver, two road repairers, and Sir Henry Wilson's kitchenmaid, whence it appeared that the street was vacant except for the repairers when Sir Henry Wilson arrived and stepped out in the middle of the road. The firing immediately began, the witnesses thinking that a tyre had burst. Sir Henry Wilson had reached the first step when the second shot was fired. Sir Henry Wilson tried his key in the door and when more firing occurred he ducked. The firing continued and Sir Henry Wilson fell.

The witnesses saw two men one on each side of the Field Marshal at three yards distance. A repairer with a shovel followed the assassins to Ebury Street despite a warning to keep off. None saw Sir Henry Wilson draw his sword but the kitchenmaid, who was the first to rush out said the sword was lying on the pavement beside Sir Henry Wilson who tried to speak. Her Ladyship came out and Sir Henry Wilson was carried into the study where he died.

VERDICT OF WILFUL MURDER.

Evidence given by the police disclosed that the assassins' revolvers were service weapons. Medical witnesses said that there were eight bullet wounds. There was one on each side of the chest and both were fatal. The Coroner paid a tribute to the inspiring bravery of law abiding Englishmen who were unarmed in chasing the murderers. A verdict of wilful murder by Connolly and O'Brien was returned.

"NO CONNECTION WITH IRELAND."

MR. SHORTT EXPLAINS TO COMMONS.

Mr. Shortt, replying to attacks in the House of Commons, explained that consequent on the Dail's ratification of the treaty a letter was sent to all persons concerned saying that subject to their views police protection would be withdrawn on Jan. 21. All accepted the position. Meanwhile secret information was received regarding the possibility of robberies, explosives, and even incendiarism, "but there was no mention of murder."

Mr. Shortt said he believed that organised murder was never intended in this country and denied receipt of a warning of the assassination of Sir Henry Wilson. Neither Ulster nor London was aware of such a plot. There was now no doubt that the two murderers had no connection with Ireland whatsoever. Both were Londoners and there was no evidence that they had ever been in Ireland. The War Office was satisfied that the revolvers used did not include arms handed over to the provisional Government.

ARCHBISHOP IN MOTOR ACCIDENT

PARIS, June 26.

A message from Avignon stated that the Archbishop of Cambrai's motor-car overturned on the Avenue of Marmal and caught fire. The Archbishop was incinerated and the Archbishop and his chauffeur were seriously burned.

LONDON EXCHANGE MARKET

LONDON, June 26.

The London exchange market opened nervous with marks at 1,500 owing to the assassination of Dr. Rathenau. Other currencies also depreciated. It closed rather steadier with marks at 1,500.

AMUNDSEN CHANGES HIS PLANS

CHRISTIANIA, June 26.

Amundsen has changed his plans for his flight across the North Pole by landing at Spitzbergen instead of Cape Columbia.

RUSSIANS AT THE HAGUE

THE HAGUE, June 26.

The Russian delegation has arrived.

FUNERAL OF SIR HENRY WILSON

PROCESSION THROUGH LONDON IN DRIZZLING RAIN.

FIVE THOUSAND MARSHALS ATTEND.

LONDON, June 26.

Not since Kitchener's death has the country been so stirred by the passing of a national figure as by Sir Henry Wilson's assassination. This was indicated by the silent crowds lining the streets in drizzling rain throughout the long route from Eaton-Place to St. Paul's. People assembled early and took a melancholy interest in the delivery of magnificent wreaths, some of them enormous, which were afterwards arranged in two huge floral cars, and also in the arrival of dignitaries. When the procession started at 11.15 the crowd uncovered their heads despite the rain. Three thousand troops fell into line with remarkable precision. Field Marshals Grenfell, Methuen, French, Haig and Robertson, General Wilsiecke, Gattiff, Monro, Macready and Cobbe, Admiral Beatty, and Air Marshal Trenchard were the pall bearers. Marshal Foch was not a pall bearer but walked behind the Duke of Connaught. Thereafter came Lady Wilson and her mother-in-law in the procession's only carriage. The Army Councillors, Admiralty Commissioners, and representatives of the dominions and colonies and of the Foreign Office followed.

SIMPLE SERVICE AT ST. PAUL'S.

DETACHMENTS AMONG THE CONGREGATION.

Sir Henry Wilson's charger was led behind the gun carriage with its Union Jack covered coffin. The scene was most imposing. Lodgegate Hill was lined with Guards with reversed arms between whom walked six men and soldiers following the remains to their resting-place near the tomb of Nelson, Wellington, Robert and Wolsey.

The procession arrived at St. Paul's at 12.30. It was a sombre scene inside and the glittering uniforms were the sole relief in the black-garbed mass of humanity. Though fifteen hundred of the public were admitted there were no tickets issued. The congregation included many detectives who were seated near members of the cabinet and other distinguished persons. Canon Alexander and the Bishop of London officiated at the simple service. The Old Bailey and the Stock Exchange were closed during the ceremony.

THE IRISH SITUATION.

IMPORTANT STATEMENT BY MR. CHURCHILL.

LONDON, June 26.

In the House of Commons Mr. Churchill in a statement on the Irish Office vote declared at the outset that the Government desired the fullest debate terminating in a division. He said the two halves of the Imperial Government's policy were completed and a new stage was beginning the conditions of which would be vastly different. Firstly South Ireland was given the opportunity freely to express an opinion on the treaty and show what she could do to make an ordered state. Secondly Ulster was supplied with the means of resisting attempts by Sinn Fein extremists to force her to submit to the rule of Dublin. She was supplied a month ago with fifty thousand stands of arms and all equipment for the defence force. The primary cause of the horrors in Belfast was the illegal maintenance of two so-called I.R.A. divisions in Ulster which the provisional Government was unable to disperse but there was no excuse in Ulster now for lawless reprisals against Catholics.

POSITION IN ULSTER.

Mr. Churchill rejoined that Sir James Craig's government was effectively controlling the situation as evidenced by the absence of reprisals in consequence of the murder of Sir Henry Wilson. The situation on the Ulster frontier was made much easier by a truce agreed for a neutral zone to be established at Pettigo and Belleek, the Imperial troops alone maintaining order. The experiment, if successful, would be extended to the whole border. The crude criminal design of breaking down the Northern government by disorder within and pressure without must cease. Assassination would not make us reverse from our policy.

MR. CHURCHILL'S WARNING.

Concluding Mr. Churchill said that now the Provisional Government was supported by the people the Imperial Government would no longer tolerate any gross lawlessness from the spirit of the treaty. The occupation of the four courts of Dublin by self-styled I.R.A. Headquarters, which were encouraging outbursts in South Ireland, Ulster and probably Britain with the avowed purpose of wrecking the treaty, must cease. The time had come expressly to request the Provisional Government to discontinue its policy of lawlessness. If through weakness and lack of courage it was unable to do so the Imperial Government would regard it as a breach of the treaty and would take no responsibility for its further steps and would reserve full liberty of action to any extent necessary to safeguard the peace and rights entrusted to our care. (Loud Cheers.)

K. FUJIMURA

Photographer.

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Temporary Office

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MOSQUITO

An infallible preventive against the bites of mosquitoes and other insects. A little rubbed on the exposed parts will keep them away. Sprinkled on the bed or pillow drives mosquitoes away and enable you to sleep in the hot weather without nets. Its application will also instantly allay the irritation caused by the bites or stings of insects generally. Guaranteed not to injure the most delicate skin, however often it is used.

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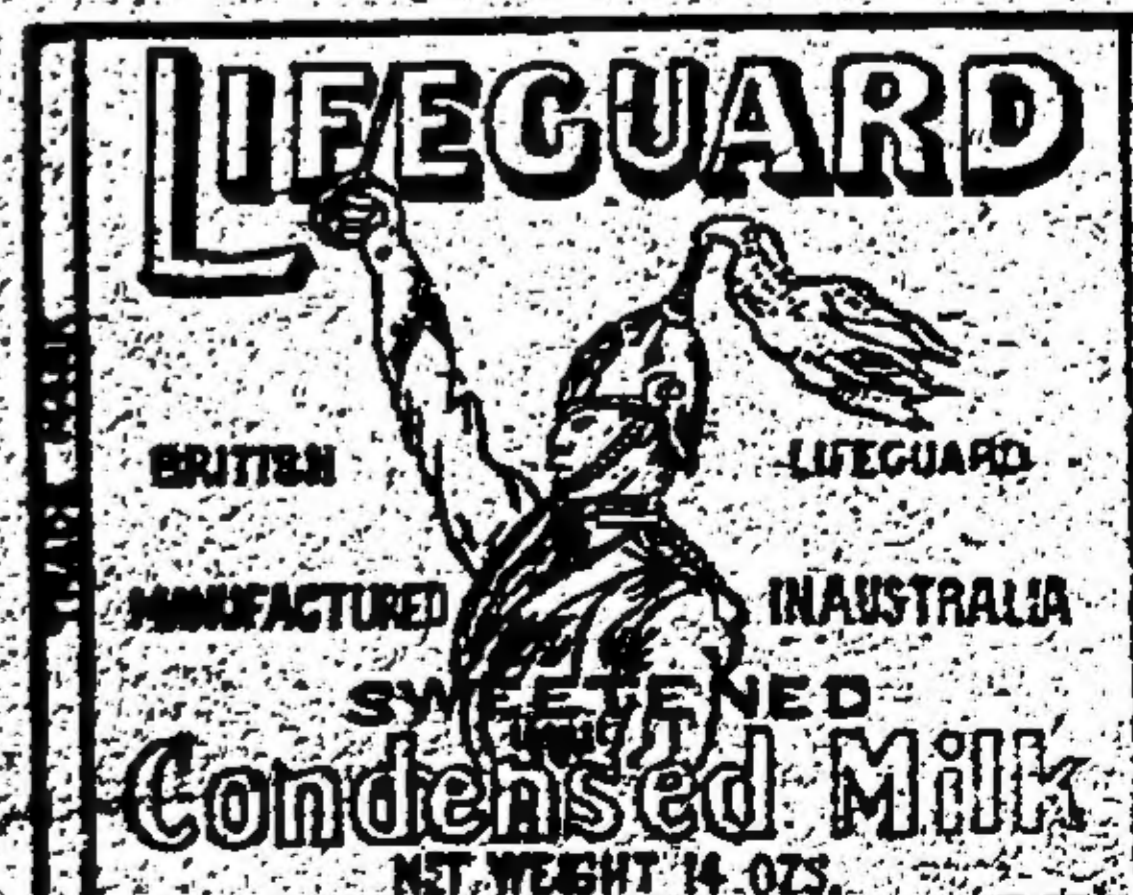
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KWONG FOK LEE and YEE OHA

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

THE RATHENAU SENSATION.

SEVERAL ARRESTS MADE.

Berlin, June 27.

Eleven members of a Bavarian secret society called the "Consel" have been arrested in connection with the assassination of Dr. Rathenau. The latter's state funeral takes place to-morrow from the Reichstag to the family vault at Obersiebenbrunn. The route will be lined by Reichswehr.

Collisions between workmen and monarchists are reported from Leosch witz, Nuremberg and Freiburg. The casualties are not serious. Captain Karl Tillesen, whose brother is suspected of the murder of Herr Erzberger has been arrested at Flensburg. Captain Hoffmann who is a suspected of complicity in the recent attempt on the life of Herr Scheidemann has been arrested in Munich. Both arrests are in connection with the Rathenau assassination.

WORLD TENNIS AT WIMBLEDON.

KING OPENS NEW COURT.

London, June 26.

At Wimbledon the world's lawn tennis championships were continued. The rain experienced during the morning was still falling at 3.15 when their Majesties arrived and received an ovation from the large crowd. Their Majesties were received by officials of the All England Club and after inspecting the centre court and the magnificent new stand seating ten thousand the King formally declared the ground open. The rain ceased at 3.45. The first match of the tournament commenced on the centre court which had been protected. Kingscott beat L. Godfree 6-1, 6-3, 6-0. There will be no play on the other courts to-day.

TEA DUTY.

HIGHLY PRODUCTIVE.

London, June 27.

In the House of Commons at question time Mr. Mitchell Thomson stated that 449 million pounds of tea valued at 25 millions sterling were imported into the United Kingdom during the year ended March 31. This paid in duty 413 million pounds, whereof 371 millions were charged at the preferential rate.

THE WILSON TRAGEDY.

NO EVIDENCE OF ORGANISED PLOT.

London, June 26.

In the House of Commons, Mr. Shortt announced that as a result of the Scotland Yard raids following Sir Henry Wilson's assassination nothing was found revealing an organised plot to use firearms against specific persons.

PUGILISM.

NEW BANTAM CHAMPION.

Liverpool, June 26.

Fighting for the bantam-weight championship of England Tommy Harrison of Hanley knocked out the holder, Jim Higgins, in the thirteenth round.

PRINCE OF MONACO DEAD.

London, June 26.

The Prince of Monaco has died in a nursing home in Paris.

COMPANY REPORT.

THE CHINA MUTUAL LIFE INSURANCE COMPANY LIMITED.

The Directors' Report in respect of the year ending 31st December, 1921, presented at the twenty-fourth annual meeting held at the Head Office of the China Mutual Life Insurance Company Ltd., at 10 Canton Road, Shanghai, at 4.30 p.m., on Tuesday, the 6th June, 1922, is as follows:—

The Directors have the pleasure to present their report for the year ending 31st December, 1921.

The accounts show the Income and Expenditure, Liabilities and Assets relating to the business in Gold Currencies separately from the corresponding figures relating to the business in Silver Currencies. The Gold Currency figures are converted to Sterling and the Silver Currency figures to Taels at the parities and for purpose of this account the Sterling and Tael figures have both been converted to Dollars at the respective rates of Exchange £1=88.0066091 and T1=1.3764625, the Dollar figures being shown separately and in total in italics.

Life Assurance Application considered during the year amounted to Taels 2,782,781 (\$3,830,366.16) and 2844,281 (\$4,061,422.07) inclusive of applications for Taels 116,105 (\$162,667.10) and 230,039 (\$340,887.34) under consideration at the beginning of the year.

Life Policies were issued for Taels 2,820,459 (\$4,014,624.30) and 2712,270 (\$3,804,230.78) and applications for Taels 268,935 (\$370,178.94) and 271,820 (\$378,569.42) were declined. The remainder were postponed or not proceeded with or in course of consideration as at December 31, 1921.

The total Life Insurance in Force on December 31, 1921, amounted to Taels 14,739,151 (\$20,817,009.03)

24,060,998 (\$32,822,539.44) and Roubles 748,415 of which policies to the amount of Taels 198,734 (\$278,549.90) and £122,169 (\$978,591.55) were re-insured.

The Income for the year amounted to Taels 1,091,538.40 (\$1,503,012.26), £290,061.896 (\$402,222.533) and Roubles 19,247.84.

The Total Assets now amount to Taels 4,299,968.78 (\$5,918,743.02), £1,150,783.88 (\$1,616,063.24) and Roubles 648,336.67.

The total amount paid to Life policy-holders and beneficiaries during the year amounted to Taels 706,014.64 (\$971,892.87), £141,865.197 (\$1,132,124.47) and Roubles 3,156.57.

The net income from the Fire Department for 1921 was Taels 18,265.24 (\$25,141.42) and net losses paid and outstanding amounted to Taels 8,230.27 (\$11,328.66). It is the intention of the Directors to continue to develop this Department on conservative lines.

The accounts have been audited by your Auditors, Messrs. G. H. and N. Thomson, who have given their certificate. They retire, but being eligible, offer themselves for re-election at a fee of Taels 2,500 (\$3,441.16).

In accordance with the Deed of Settlement, Messrs. A. W. Burkill and R. G. MacDonald retire, but being eligible offer themselves for re-election.

A Chinese who was knocked down by a motor car belonging to the United Motor Car Co., has been sent to the Government Civil Hospital.

A man has just been arrested in Canton in connection with an armed robbery, perpetrated on February 13 last at a pawn shop at 230, Shanghai Street, Yunnan, when money and jewellery valued at 25,000 were stolen. The man was formerly an assistant in the firm.

THE TANGO.

TURNS UP AGAIN.

After standing on the threshold for many months, the tango has suddenly entered our ballrooms once more, writes the editor of *The Evening Times* in the Observer. It is already figuring on the programmes of several regular London dances; and three or four competitions have been held which have aroused a considerable amount of interest in the dancing world.

It is a short and chastened tango that we dance to-day, bearing very little resemblance to the Argentine erotic that we struggled with before the war. Even the music has lost some of its Spanish tang, but it is none the less fascinating and alluring, and it will afford a welcome relief from the eternal symphonies of the fox-trot and one step.

Before the war the tango was a show dance—a dance of many figures and poses—a dance that even in the ballroom never entirely cast off the influence of those stage exhibitors who, in its early days, displayed its intricacies at the Queen's, the Palace, and the London Opera House. It was utterly at variance with the unaffected style of dancing which is the only style to find favour to-day.

To-day the tango, as danced in Paris and as reintroduced to London, has discarded its pushing figures and its apt-to-be-offensive movements of the hips. It boasts but four distinct movements, and these are even simpler than the four movements of the modern fox-trot. It is danced in the waltz position, the only position in the ballroom that the modern dancer will condescend to use, and the dancers always progress round the room.

The only movements used in Paris to-day are the so-called Argentine walk, the Promenade, the demi-valse (or turn), and the pas de la dentelle (or lace step). The steps are done in an effortless way with fairly stiff knees, and also without pauses. They are so simple that an average dancer should be able to learn them in a couple of lessons, and then after one or two practices be able to amalgamate them successfully. They may be taken in any order, and although they are only four in number the good dancer will mix these four so cleverly that to the casual observer they appear to be unending.

At some of the Dance Clubs when the tango has been played it has been danced four and five times.

PERJURY.

WOMAN WITNESS JAILED.

A Chinese woman called to give evidence in an opium case before Mr. R. E. Lindell in the Police Court this morning could only be induced to repeat the words of the customary oath under threat of imprisonment.

The interpreter asked her to repeat the words after him and started off with the usual *Ching Sam*. "What is it?" enquired the prospective witness in a weak and rather frightened voice.

Again the interpreter tried, to meet with the same response.

"Say those two words" came the Magistrate's thunder, and to the interpreter came the direction *Say Ching Sam* several times.

The interpreter *Ching Sam*ed for almost two minutes, but again came that faltering voice "What is it?"

The Magistrate became wrathful. "Tell her I'll send her to prison if she doesn't say it."

This was duly interpreted and after further linguistic struggles the woman repeated, with scarcely moving lips, the words that bound her to "speak the truth, the whole truth and nothing but the truth."

The unwilling witness proceeded with her evidence with the greatest reluctance, being once admonished for lying. One question she refused to answer and the Magistrate enquired whether she wished to go to prison. The answer came quite promptly.

Later the woman was brought before the Magistrate and asked if she had any reason to give why she should not be committed to prison for wilful and corrupt perjury.

This arose from a statement by Inspector Shamon who said that the woman on being taken to Yau-mai in connection with an opium case pointed out a man as being concerned in it.

This the woman while giving her evidence denied.

Evidence supporting the Inspector's statement was given by a Chinese detective.

Defendant was fined \$50 or two months.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

TO-DAY'S

ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION. 1914-1918.

AN Extraordinary General Meeting of the above Association will be held in the EASTMAN CLUB on THURSDAY, July 27th, at 5.30 p.m. for the purpose of considering a proposed alteration to the membership rules and other important general business.

F. P. FRANKLIN,
H. J. TIMPERLEY,
Joint Hon. Secs.

Hongkong, June 27, 1922.

PRICELESS PEARLS.

WAS THE SCOTTY VILLAINS ADVENTURES CHIEF TO WIN FROM A GIRL ON A REMOTE ISLAND IN THE SOUTH SEAS. SEE THE NEW PHOTOPLAY OF LOVE AND ADVENTURE.

WILLIAM FOX
PRESENTS

THE ISLAND OF DESIRE.

WITH THAT INCORRUPABLE JOKE GEORGE WALSH.

WORLD THEATRE TO-DAY.

WANTED.

FRENCH LADY TEACHER seeks room or full board in family. French conversation at meals or lessons if desired. Apply Box 1384 to "China Mail."

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THE Undernamed have received instructions to sell by Public Auction, (at the COURT OF THE COMMISSIONER)

ON FRIDAY,

June 30, 1922, commencing at 11 a.m. at No. 16, Broadwood Road, Happy Valley.

THE HOUSEHOLD FURNITURE,

therein contained, including Stained Oak Dining Room Suite, Powell Make, Bedrooms, Suites, Table, Dining and Glass Ware, Kitchen Range, etc., etc., etc.

On view afternoon of Sale, as—Cash on delivery.

HUGHES & SUTHER,
Auctioneers,
Hongkong, June 27, 1922.

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TAP.

For BRANDY, WHISKEY, &c., &c.

THE BEST MEASURE MADE
FOR QUALITY AND SERVICE.

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New Premises at 16A, Des Voeux Road Central (Formerly occupied by Mackintosh.)

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Have you tasted our Steaming Hot Coffee, or Hot Malted Milk?—If not, it is time you should.

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THE TELEPHONE HANDBOOK.

The Second issue of the TELEPHONE HANDBOOK will be published on July 1st, 1922.

The TELEPHONE HANDBOOK consists of an up-to-date and accurate index of telephone Subscribers, the numbers being given in sequence.

SPECIMEN PAGE.

Central-22 The Newspaper Enterprise Ltd., 5, Wyndham Street
do-22 "China Mail" (Newspaper), 5, Wyndham Street
Peak-22 Hedger, H. L., Residence, 55, Peak
Kowloon-22 Green Island Cement Co., Ltd., Cement Works, Hokim
Central-23 Jordan, Forsyth, Gross & Aubrey, Drs., "Alexandria Buildings"
do-23 Health Officer of the Port, Alexandria Buildings
Peak-23 Butterfield and Swire, Mr. H. W. Kent, Residence
Kowloon-23 Ye Fong Chan, 136, Temple Street, Yau-mai
Central-24 Tak Shan Bank, 155, Queen's Road Central
Peak-24 Ball, A. Dyer, Residence, 51, The Peak
Kowloon-24 Dixon, H., Residence, 4, Lyceum Villas, Chatham Road
Central-25 Hongkong and Whampoa Dock Co., Aberdeen Dock, Aberdeen
Peak-25 Hongkong & Whampoa Dock Co., Chief Manager's Residence
Peak-25 Dyer, H. M., Residence

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S.S. "NIPPON" Sailing on or about 5th July.

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S.S. "NIPPON" Sailing on or about 25th July.

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S.S. "UMLAZI" Sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP & HAMBURG, MARSEILLES—Monthly direct service via Singapore and Port Said.

ATLAS MARU Monday, 10th July.

Buenos Aires—Rio de Janeiro, Santos, Durban & Cape Town via Saigon and Singapore. Passenger Service.

CHICAGO MARU Tuesday, 11th July.

Bombay & Colombo—Regular fortnightly service via Singapore.

BURMA MARU Sunday, 2nd July.

DELTA & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

BUSHO MARU Wednesday, 5th July.

CALCUTTA—Fortnightly service via Singapore, Penang and Bangkok.

PERKING MARU Tuesday, 27th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Taking cargo to OVERLAND POINTS U.S.A. Canada.

ARABIA MARU Friday, 7th July.

(Taking Passengers)

NEW YORK, Via PANAMA.

NEW ORLEANS, Via SUEZ.

SUMATRA MARU Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ANDES MARU Tuesday, 11th July.

KEELUNG via SWATOW & AMOY.

KAISO MARU Every Sunday at Noon.

AMARUSA MARU

CAKAO via SWATOW and AMOY.

SOSEU MARU Thursday, 29th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 4090.

BOSTON & NEW YORK.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

DELLERMAN & BUCKNALL S.S. CO., LD.

SAILINGS FROM HONGKONG.

S.S. "PHENIX" via Suez Canal 5th July.

S.S. "KEELUNG" (Calls at Philadelphia) via Suez Canal 15th July.

S.S. "CYCLOPS" via Suez Canal 25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON REISS & CO. CANTON.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We undertake shipbuilding and repair work

at 500 tons long.

Works situated at 54, CHANDLER ROAD, HONGKONG. Telephone No. 59.

Shippers: Messrs. Sui-Fu, Kowloon, Hongkong.

Business terminated in application.

Hongkong, April 1, 1912.

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.

Via SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VANCOUVER & MONTREAL.

From	Due	From	Due
Hongkong	Vancover	St. John	England
E/Japan	June 28	E/Scotland	July 15
E/Asia	July 13	E/France	Aug. 8
E/Canada	July 27	E/Scotland	Aug. 21
E/Russia	Aug. 10	E/France	Sept. 3
E/Australia	Aug. 24	E/Scotland	Sept. 16
E/Asia	Sept. 7	E/France	Oct. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Ready re-connection necessary.

Free Transcontinental Train Daily.

Special train, Vancouver to Chicago leaves immediately after ship arrival.

Standard Sleeping Cars, Compartment & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

(INCORPORATED IN U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$47.00

Minimum Rate U.S.G. \$20.00

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI,

YOKOHAMA AND HONOLULU.

S.S. "NANKING" S.S. "CHINA"

August 10th. July 6th.

Tahiti Service:

SAN FRANCISCO TO TAHITI.

S.S. "NILE" July 2nd. August 31st.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUNDRELL, GENERAL AGENT

PRINCE'S BUILDING, PASSENGER DEPT. TEL. PASSENGER DEPT. & AGENT.

No. 1824. Cable add. "CHIMAIL"

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Transient Outfits.

SWATOW, AMOY & POOCHOW.

AND RETURN.

(Occupying 9 to 10 Days)

HAICHONG Capt. J. S. Thomson TUESDAY, 5th June at 1 P.M.

TUNGSHU Capt. H. H. Thomson FRIDAY, 20th June at Noon.

HAICHONG Capt. W. C. Patterson TUESDAY, 4th July at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Snake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment. CALCUTTA and/or COLOMBO,

For particulars apply to—

THE BANK LINE, LTD.

Managers Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE

OUTWARDS

S.S. "CITY OF MANCHESTER" 15th July, Shanghai, Kobe and Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" 2nd July, London, Rotterdam and Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

Or to KILMER & Co. Canton.

Managers Agents.

SHIPPING

O. N. O. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FROM	TO	DATE
MANILA, CEBU & ILOILO	SWATOW	June 28th 4 p.m.
AMOY AND SHANGHAI	SWATOW	July 1st 10 a.m.
PAKHOI AND HAPPOHONG	SWATOW	July 1st 8 a.m.
SWATOW, SHANGHAI AND TIENTSIN	SWATOW	July 1st 4 p.m.
WUHAIR, CHERFOO AND TIENTSIN	SWATOW	July 2nd 8 p.m.
SWATOW AND SINGAPORE	SWATOW	July 2nd 8 p.m.
SWATOW, SHANGHAI AND TIENTSIN	SWATOW	July 4th Noon
SWATOW AND BANGKOK	SWATOW	July 4th Noon
AMOY AND SHANGHAI	SWATOW	July 6th 10 a.m.

SIAMSE STEAMSHIP CO.

BANGKOK LINE—PASSENGERS, MAIL AND CARGO. Excellent Siam, accommodation, sailings. Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (twice weekly), taking cargo on through Bills of Lading in all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly Service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, (John Swire & Sons Ltd.)

46,272.

Telephone No. 25.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"West Farallon" Due Hongkong 12th July. Leave Hongkong 14th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"Apas" Due Hongkong 1st July. Leave Hongkong 3rd July.

"West Ivan" Due Hongkong 24th July. Leave Hongkong 26th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS & BARRY.

1st Floor, Power's Building, Phone No. 3002.

General Agent for JAPAN CHINA PHILIPPINE

INDO-CHINA-STRATA AND JAVA. G. P. BRADFORD, Sec.-Agent.

KERR STEAMSHIP CO. INC. N.Y.

REGULAR MONTHLY SERVICE Between

JAPAN, CHINA, MANILA AND NEW YORK

via PANAMA CANAL.

Steamers From Expected on or about Sailing For

"KINGHON" NEW YORK 11th July about July 12th Manila & New

"TILTHORN" End of July do do

Freight Freight and Further Particulars apply to

SHEWAN, TOMES & CO., Agents.

HAMBURG-AMERIKA LINE.

M/V "RHEINLAND" Due 26th June

For Rotterdam, Hamburg, etc.

Agents—

ARNHOLD BROTHERS & CO., LTD.,

1st, Charter Road.

Canton—Carlawitz & Co. Macao—A. A. de Mello.

Phone No. 1500.

THE WING CHEUNG MOTOR BOAT CO.

Fast and Comfortable Motor Boats de luxe. For hire and for sale.

Private Parties and Passengers carried to Kowloon.

Vessels in harbour.

Office: 15 Antoon St., Wanchai.

Manager—Loham.

THE INTERNATIONAL SHIRT CO.

Head Office: 79 Wyndham Street, 2nd Floor.

Deals in all kinds of High-class Silk Shirts.

Collars, Neckties and Pyjamas for Gentlemen.

AND ALSO

Chemises, Skirts, Wrappers, Socks, Vests and Night-gowns for Ladies.

ALSO MADE TO ORDER.

MODERATE PRICE PROMPT DELIVERY.

Manager: EMILIO LEO.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

July 4—S. F. Seachang

14—P. & O. Soudan

15—N.Y.K. Tokushima Mar.

16—S. F. Ocyopa

17—S. F. Pythius

24—S. F. Strythius

25—C. M. Strythius

Aug. 7—S. F. Strythius

21—S. F. Strythius

Sept. 11—S. F. Strythius

FROM JAPAN.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
• MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
SEA, ROYAL, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From (about)	Destination
"KASHMIR"	8,841	18th July	MARSHALL, LONDON & A'warp.
"MIRZAPUR"	8,800	18th July	Spore, Penang, Col'bo & B'way.
"SOUFAN"	7,000	18th July	do.
"KARMA"	9,000	18th July	MARSHALL, LONDON & A'warp.
"KASHGAR"	8,800	18th July	B'way, MARSHALL, LONDON & A'warp.
"SARDINIA"	8,800	18th Aug.	MARSHALL, LONDON & A'warp.
"DEVANRA"	8,800	18th Aug.	do.
"NOVARA"	8,800	18th Sept.	do.
"MACEONIA"	10,419	18th Sept.	B'way, MARSHALL, LONDON & A'warp.
"KALYAN"	8,800	18th Oct.	MARSHALL, LONDON & A'warp.
"DOYVOLA"	8,800	18th Oct.	do.
"KHYBER"	8,800	18th Nov.	do.
"NAGOTA"	7,000	18th Nov.	do.

BRITISH INDIA-APCAR SAILINGS (South)			
"EGRA"	5,108	28th June at 1.30 p.m.	Singapore via Amoy.
"TURLIA"	5,306	1st July	Calcutta via Singapore and Penang.

EASTERN & AUSTRALIAN SAILINGS (South)				
"ARAFURA"	6,000	6th July	{ Manila, Thursday Island Cairns, Townsville, Brisbane, Sydney & Melbourne. "	

Frequent connections with The Union P.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver, San Francisco etc. or to the New Zealand Shipping Co.'s vessels for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN			
"KASHGAR"	9,000	2nd July at Dlight	Shanghai, Meiji, Kobe and Yokohama.
"SOUDAN"	7,000	4th July	Shanghai only.
"ST. ALBANS"	4,500	4th July	Kobe and Yokohama.
"JAPAN"	6,052	9th July	Shanghai and Kobe.

All data are approximate and subject to alteration without notice.
• TELEGRAPHY ATTACHED TO ALL STEAMERS.
• Passengers for Rangoon must delay their own Hotel expenses at Singapore while waiting for the carrying steamer.
• In Saigon Passengers may travel by R.E.N. Company's steamers between Singapore and Saigon or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.
• All Cargoes are fitted with Electric Fans free of charge.
• Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1114. 25, Wing Wo Street, Central.

T. K. K. TOYO KISEN KAISHA.

Reduced Fare to Europe £5.00. First Class Throughfare
HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
"SIBERIA MARU"	12,000	July 7th
"TAIYO MARU"	12,000	July 19th
"KOREA MARU"	12,000	July 30th
"PENINSULA MARU"	12,000	Aug. 1st 10.30 a.m.
"TAIYO MARU"	12,000	Sept. 9th

Calling at Dairen.
Calling at Dairen and Keelung.
Calling at Keelung and Shanghai.
Calling at Keelung.
SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO DE MACORIS, BALBOA, CALLAO, MOLLENDU,
ARICA AND IQUIQUE.
THROUGH BY TRAINS AND ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
"RAKUYO MARU"	10,000	June 25th
"GINSYO MARU"	11,500	Sept. 5th
"ANYO MARU"	10,000	Oct. 9th

For full information regarding passengers freight and sailing, apply to—
Y. T. UTSUMI, Manager; Kurei Building, Tel. Nos. 2274 & 2378
Agents at Canton; Messrs. T. L. GRIFITH LTD.

THE "CHINA MAIL."

NOTICE

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their communications to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.
Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is \$30 per annum per quarter and per year.
Orders for extra copies of the "China Mail" should be sent to the Editor, who will supply as far as possible.
The "China Mail" is published on Wednesdays and Saturdays.
Telephone No. 1114.

The "China Mail" is delivered free at subscribers' homes in Hongkong and London. Postage is charged at the rate of fifty cents per month.
Rate of subscription to the "Overland China Mail" is \$12 per annum; postage 10 pence extra. Single copy twenty-five cents each.
Alterations and additions to advertisements on Pages 2, 3, 4, 5 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.
Advertisements and additions to advertisements on pages 1, 4, 5 and 10 should be sent to the Office, not later than 1 p.m.
New advertisements should be sent to the Office before 3 p.m.
Advertisements and Subscriptions which are not ordered to be fixed period will be continued until countermanded.
Telephone Address: "China Mail," Hongkong; "China Mail," London.
Telephone No. 1114.

THE CHINA MAIL

BRITISH INDIA Steam Navigation Company, Limited. (APCAR LINE)

The s.s. "EGRA"

(16 knots, 5108 tons gross)

left Singapore on the afternoon of the 21st instant, and arrived here on the 25th idem.

She will be despatched on or about the 28th June for SINGAPORE via AMOY.

The "EGRA" is one of the Company's up-to-date steamers, carrying 46 First class and 39 2nd Saloon Passengers, all accommodated amidships with sumptuously fitted up cabins etc., Dining, Music and Smoking Rooms.

FOR PARTICULARS REGARDING FREIGHT & PASSAGE
Apply to

MACKINNON, MACKENZIE & CO.,
Agents.

NOTICE TO SHIPPERS & PASSENGERS

CHINA COAST, ETC.

SWATOW
June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.
5—10.30 a.m. Swatow Maru.
6—10.30 a.m. Swatow Maru.
7—10.30 a.m. Swatow Maru.

AMOY.

June 28—10.30 a.m. Egra.
29—10.30 a.m. Egra.
30—10.30 a.m. Egra.
July 1—10.30 a.m. Egra.
2—10.30 a.m. Egra.
3—10.30 a.m. Egra.
4—10.30 a.m. Egra.

FOOCHOW.

June 30—10.30 a.m. Tungus.
July 1—10.30 a.m. Tungus.
2—10.30 a.m. Tungus.
3—10.30 a.m. Tungus.
4—10.30 a.m. Tungus.

SHANGHAI.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.
5—10.30 a.m. Swatow Maru.
6—10.30 a.m. Swatow Maru.
7—10.30 a.m. Swatow Maru.

MANILA.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.
5—10.30 a.m. Swatow Maru.
6—10.30 a.m. Swatow Maru.
7—10.30 a.m. Swatow Maru.

CEBU AND DOLLO.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.
5—10.30 a.m. Swatow Maru.
6—10.30 a.m. Swatow Maru.
7—10.30 a.m. Swatow Maru.

TIENSIN.

July 1—10.30 a.m. Cheongching.
2—10.30 a.m. Cheongching.
3—10.30 a.m. Cheongching.
4—10.30 a.m. Cheongching.
5—10.30 a.m. Cheongching.
6—10.30 a.m. Cheongching.
7—10.30 a.m. Cheongching.

HANKOW.

July 17—10.30 a.m. Joon.
18—10.30 a.m. Joon.
19—10.30 a.m. Joon.
20—10.30 a.m. Joon.
21—10.30 a.m. Joon.
22—10.30 a.m. Joon.
23—10.30 a.m. Joon.

TAKU AND DALNY.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

KEELUNG.

July 2—10.30 a.m. Shidzuka Maru.
3—10.30 a.m. Shidzuka Maru.
4—10.30 a.m. Shidzuka Maru.
5—10.30 a.m. Shidzuka Maru.
6—10.30 a.m. Shidzuka Maru.
7—10.30 a.m. Shidzuka Maru.
8—10.30 a.m. Shidzuka Maru.

HAIPHONG.

July 11—10.30 a.m. Rangoon.
12—10.30 a.m. Rangoon.
13—10.30 a.m. Rangoon.
14—10.30 a.m. Rangoon.
15—10.30 a.m. Rangoon.
16—10.30 a.m. Rangoon.
17—10.30 a.m. Rangoon.

HAIPHONG VIA HOIHOW.

June 28—10.30 a.m. Joon.
29—10.30 a.m. Joon.
30—10.30 a.m. Joon.
July 1—10.30 a.m. Joon.
2—10.30 a.m. Joon.
3—10.30 a.m. Joon.
4—10.30 a.m. Joon.

SAIGON.

July 11—10.30 a.m. Rangoon.
12—10.30 a.m. Rangoon.
13—10.30 a.m. Rangoon.
14—10.30 a.m. Rangoon.
15—10.30 a.m. Rangoon.
16—10.30 a.m. Rangoon.
17—10.30 a.m. Rangoon.

CEBU AND DOLLO.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

BANGKOK.

June 28—10.30 a.m. Lean Samud.
29—10.30 a.m. Lean Samud.
30—10.30 a.m. Lean Samud.
July 1—10.30 a.m. Lean Samud.
2—10.30 a.m. Lean Samud.
3—10.30 a.m. Lean Samud.
4—10.30 a.m. Lean Samud.

SINGAPORE.

June 28—10.30 a.m. Egra.
29—10.30 a.m. Egra.
30—10.30 a.m. Egra.
July 1—10.30 a.m. Egra.
2—10.30 a.m. Egra.
3—10.30 a.m. Egra.
4—10.30 a.m. Egra.
5—10.30 a.m. Egra.
6—10.30 a.m. Egra.
7—10.30 a.m. Egra.

BOMBAY AND COLOMBO.

July 2—10.30 a.m. Burma Maru.
3—10.30 a.m. Burma Maru.
4—10.30 a.m. Burma Maru.
5—10.30 a.m. Burma Maru.
6—10.30 a.m. Burma Maru.
7—10.30 a.m. Burma Maru.
8—10.30 a.m. Burma Maru.

AUSTRALIAN PORTS.

July 6—10.30 a.m. Arafura.
7—10.30 a.m. Arafura.
8—10.30 a.m. Arafura.
9—10.30 a.m. Arafura.
10—10.30 a.m. Arafura.
11—10.30 a.m. Arafura.
12—10.30 a.m. Arafura.

SYDNEY AND MELBOURNE.

July 6—10.30 a.m. Arafura.
7—10.30 a.m. Arafura.
8—10.30 a.m. Arafura.
9—10.30 a.m. Arafura.
10—10.30 a.m. Arafura.
11—10.30 a.m. Arafura.
12—10.30 a.m. Arafura.

JAPAN PORTS.

June 28—10.30 a.m. Bay State.
29—10.30 a.m. Bay State.
30—10.30 a.m. Bay State.
July 1—10.30 a.m. Bay State.
2—10.30 a.m. Bay State.
3—10.30 a.m. Bay State.
4—10.30 a.m. Bay State.

PHILIPPINE ISLANDS, ETC.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.

MANILA.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.

CEBU AND DOLLO.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

SANDAKAN.

July 1—10.30 a.m. Hingang.
2—10.30 a.m. Hingang.
3—10.30 a.m. Hingang.
4—10.30 a.m. Hingang.
5—10.30 a.m. Hingang.
6—10.30 a.m. Hingang.
7—10.30 a.m. Hingang.

JAVA PORTS, ETC.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.

INDIAN PORTS, ETC.

June 28—10.30 a.m. Swatow Maru.
29—10.30 a.m. Swatow Maru.
30—10.30 a.m. Swatow Maru.
July 1—10.30 a.m. Swatow Maru.
2—10.30 a.m. Swatow Maru.
3—10.30 a.m. Swatow Maru.
4—10.30 a.m. Swatow Maru.

CALCUTTA.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

CEBU AND DOLLO.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

HAIPHONG.

July 11—10.30 a.m. Rangoon.
12—10.30 a.m. Rangoon.
13—10.30 a.m. Rangoon.
14—10.30 a.m. Rangoon.
15—10.30 a.m. Rangoon.
16—10.30 a.m. Rangoon.
17—10.30 a.m. Rangoon.

SAIGON.

July 11—10.30 a.m. Rangoon.
12—10.30 a.m. Rangoon.
13—10.30 a.m. Rangoon.
14—10.30 a.m. Rangoon.
15—10.30 a.m. Rangoon.
16—10.30 a.m. Rangoon.
17—10.30 a.m. Rangoon.

CEBU AND DOLLO.

June 28—10.30 a.m. Glaucus.
29—10.30 a.m. Glaucus.
30—10.30 a.m. Glaucus.
July 1—10.30 a.m. Glaucus.
2—10.30 a.m. Glaucus.
3—10.30 a.m. Glaucus.
4—10.30 a.m. Glaucus.

Arnold Brothers & Co., Ltd.

Import

Shipping

Export

Engineering

HEAD OFFICE: SHANGHAI

BRANCHES: HANKOW, TIENTSIN, PEKING, CHUNGKING, CHANGSHA, HONGKONG, CANTON, CHANGHAI, NEWYANG, MUKDEN AND HARBIN.

AGENTS: LONDON AND NEW YORK.

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

America's Latest Paradox.

In an effort to protect the American public, the vast majority of whom seem rather indifferent as to whether their ailments are treated by allopaths, homeopaths, eclectics, or other schools of healing, the "regular" doctors in New York are fighting a great battle to prevent the New York State Legislature from giving "allchin-practitioners" now in business the same standing as is accorded to physicians and surgeons in the treatment of disease. Both sides appeal to the public through the newspaper press; both sides hold meetings to enlist public support. New charges against the chiropractors, or "spine-thumpers," as they are popularly called in the United States, are hurled daily by the "regular" medical societies, who cite cases of hardy young men with perfect spinal columns being transformed into human wrecks by chiropractors, who, a few months ago, were usually engaged as chauffeurs, gardeners, or mechanics. In reply, the chiropractors, through their unions, say they have achieved such success in the way of the adjustment of the vertebrae that the old-fashioned doctors have become jealous.

\$20,000 Racehorse.

One of the most interesting civil trials in the history of sport in New York ended in the Supreme Court at Brooklyn, when a jury found a verdict in favour of Mr. Harry Sinclair, who sued Mr. James Johnson for the recovery of the purchase price of the racehorse Playfellow, brother of Man-of-War, on the ground that Playfellow was a "windsocker and cribber." The verdict, which awarded Mr. Sinclair \$20,000, the full amount of the purchase price, was a surprising climax to a case almost unprecedented in the jurisprudence of New York. Justice Cropper, in his charge to the jury, declared that "when a man sells a horse he does not have to tell all he knows about the animal or to tell anything, and in such a case the buyer must take just what he gets. But if you find that Mr. Johnson made any representation it will be for you to say whether they were true or false." Mr. Sinclair sued on the ground of breach of warranty, and that by knowingly selling a "wind-socker" horse defendant violated the rules of honesty and fair dealing. Defendant's counsel argued that in negotiating for the purchase of Playfellow Mr. Sinclair's experts were unlikely to rely on anyone's judgment but their own. The sum of \$20,000 is one of the largest amounts ever paid for a racehorse in New York. How much should a Man Learn?

Mr. George Bernard Shaw lectured to the Students' Union of Birkbeck College on "The Failure of Education." He asked how much education a man needed to be an effective citizen? If he lived in a village all he needed was a very little knowledge of law—sufficient to prevent him trespassing (laughter)—a little manners, and enough mental arithmetic to enable him to take change out of some up to a pound. (Laughter.) The City man required all those qualifications with the exception of manners. (Laughter.) A professional man was not allowed to practise his profession until he had passed certain examinations, unless he was a literary man, and journalist, in which case he must know nothing whatsoever. (Laughter.) A legislator should have a quite serious knowledge of economics, law, mathematics, and political science. He should know something about the constitution of the Empire and the other States; have a fairly large knowledge of churches and sects, and he would be none the worse if he knew a little about scientific discovery up to date. No man who had not those qualifications should be allowed into Parliament for a moment. Education should be begun very much later than at present and should never stop. What was really produced by the over-education of the upper class was intellectual ineptitude. (Laughter.) When they got intellectual ineptitude above and helpless ignorance below the final result was 1914-1918. (Loud cheers.)

SHIPBUILDING INDUSTRY.

SERIOUS LACK OF WORK.

Explaining the state of the shipbuilding trade in connection with the reduction of the war bonuses, the *Compendium* points out the startling fact that of the 1,619,000 tons now under construction 705,000 tons are so far constructed that they are actually in the water, while 80,000 are practically ready for launching. Thus, there is only, in strict fact, 800,000 tons on which workmen other than the finishing-trades can be employed. Further, that, taking the year ended March last, the total number of vessels commenced was 88, whereas in the quarter ended March, 1921, there were 99, and in the quarter immediately preceding that the number was 148, or nearly twice as many as in the whole of last year.

If we go back to the boom period of a year earlier, and take the March quarter of 1920, we find 229 vessels commenced, which is nearly three times the whole of the past year, and over nine times as many as in the first quarter of this year. From April 1, 1923, to March 31, 1922, the new tonnage laid down amounted to but a little over 200,000 tons. This is the lowest total on record. In 1908, the worst pre-war year, the tonnage laid down was four times as great as during the last twelve months.

It is an alarming fact that in the last year we have completed eight times as much tonnage as we have commenced. Moreover, during the past quarter things have been so bad in this respect that Great Britain has lost its lead, only 51,008 tons having been commenced in the United Kingdom, as compared with 67,200 tons abroad. With these figures in view it can hardly occasion surprise even to find that to-day, according to reliable information, only 21 per cent of the shipbuilding berths of the country are occupied with ships upon which work is proceeding, and that 16 per cent of the berths are occupied by ships upon which the work has been suspended, while 63 per cent of the berths have no work on them at all, and there is nothing to lay down on them.

In such circumstances unemployment has naturally grown apace; at present the unemployment in the industry is as high as 50 per cent, taking all the shipyard trades into account. Employment in the finishing trades is much fuller than in the commencing trades. As ships finish off there is nothing to take their place. Aggregate unemployment figures are, therefore, rapidly growing, and by midsummer will be from 70 per cent to 75 per cent, unless new orders can bring about the employment of many men on the commencement of new vessels.

PROSPECTS FOR NEW CONTRACTS.

The hope now is that with 16s 6d a week off their backs of labour shipbuilders and ship-repairers will be in a position to quote definite prices which will attract new orders. There are, at any rate, hopes for the future in certain directions. There are repair jobs and work connected with reconditioning and surveys which have held up owing to the abnormal cost of the work, and probably a good deal of this work may now be put in hand. There are also cases of suspended contracts on new work which may be recommenced, because, though the 16s 9d cut may not bring prices down to an economic level, the desire of owners to avoid having capital locked up in a partly-built ship, and the desire of builders to get their berths clear in the hope of securing other work, will be a strong inducement to carry on even at the cost of a momentary loss.

So far as fresh contracts are concerned, new types of ships are coming to the front to replace old and uneconomical vessels. Immense strides have been made in the development of Diesel engines for the propulsion of large ships, and shipowners may find that even while prices are higher than in normal times, it may pay them to embark on capital expenditure in order to secure greater economy in running expenses when once the ship is built.

THE STRAITS CHINESE.

ARE THEY DEGENERATING?

AN INTERESTING ARTICLE.

In the Straits Chinese Literary Association *Recorder* for May-June, Mr. Lee Pong Yam writes thus about his fellow-Chinese:

The question is often asked, "Why is it that the present generation of Straits Chinese is so far behind the China-born Chinese, and lacks the enterprise, energy and business integrity that are the characteristics of the Chinese people?" It would occupy too much space to enumerate all the reasons of our deterioration, but we will mention only a few. One of the chief reasons why the majority of our young Straits Chinese join the European mercantile office is that the education they get at the school only fits them for the clerical line. We were present at a debate held at the Y. M. C. A. Hall some time ago on the subject, "Are we getting the right kind of education?" and one of the speakers on the negative side made the remark that the schools are manufacturing clerks for the mercantile offices. That such a statement is true no one will deny. It is most regrettable that the Government of the Straits Settlements has abolished the Queen's Scholarship. What the Queen's Scholarships have done for some of our Straits Chinese, every one knows. The two shining lights in our community are the Queen's Scholars. Then there is another reason why we are deteriorating. Some of our forefathers, when they came to the Straits to look for fortune, did not bring their womenfolk with them, and so married the Malay women of the place. As we all know, the Malays are an idle race, and do not care much for the future, so long as they can eat, sleep and die peacefully. It is therefore apparent that the mixture of Malay blood in our veins accounts for our being unambitious, and we are in many ways following their lazy habits. It is said that as a community we have no sympathy with one another, there is no public spirit in us, the rich are selfish and care only for themselves, and the saddest thing of all is that we have no unity at all. How can our future as a community be bright when we do not work in harmony with, but seem to regard, one another with jealousy and suspicion?

ROAD TO RUIN.

Another reason is that in such a cosmopolitan city as Singapore, vice and pleasure go hand in hand. The large number of bad houses and the ever increasing number of cinema halls and other places of pleasure, are great temptations to our young Straits Chinese to indulge in a life of dissipation and vice, and waste their time in enjoyment which might be spent profitably in other ways. As we have already said, many of our young Straits Chinese join the European mercantile office after leaving school. Have they any chance of being the Manager after working for a number of years? No, the chances are absolutely nil. Even if they were to work for 100 years, they would never get the chance. Then, very few of our Straits Chinese join the China-born Chinese business houses, because of their inability to speak and write Chinese. We had a talk with a friend of ours the other day, and in the course of our conversation the question of our Straits Chinese youth leaving school to join the European mercantile office cropped up. "Have they any chance of being the Manager after working, say, for 40 years?" asked our friend. We replied in the negative. "But," said our friend, "if the Straits Chinese know how to speak and write Chinese, there are great opportunities for them in the Chinese firms, and if they prove to be honest and capable there is every possibility of their becoming partners in the business."

SHOULD LEARN CHINESE.

The Straits Chinese fathers and mothers should persuade their children to learn Chinese. If they find it difficult, then the least that can be expected of them is that they claim to have any Chinese blood, in their veins, is to speak Chinese in the home, as the Chinese of Penang are doing. Though we know very little Chinese, we fully concur with our friend in his statement that as Chinese, we should try to speak our language at home, although we do not know how to read and write it. Many people say that the majority of our Straits Chinese youths think they have finished their education as soon as they leave school, and do not consider it necessary to improve themselves. This is, of course, true. We have been told that some of our Straits Chinese who are the owners of flourishing business concerns will employ a European at a salary of \$400 a month, only \$120, or \$200 to a Straits Chinese who can do the same

SEES LOVERS SHOT.

FIGHT TO AVOID SCANDAL.

The mysterious death of Captain Robert Marcy, a prominent young French Army officer who was reported to have committed suicide a month ago, is providing Paris with a puzzling discussion.

It was stated that the police owing to further information, had decided to reopen their investigations. Two mystery women, both married, one dark and the other fair, were reported to have been concerned in the affair, and the theory that they might know exactly how the captain met his death was put forward.

The detective, it is stated, has identified the women, whose names are kept secret, and taken statements from them. Three statements, it is added, have convinced the police that their theory was correct and that the young officer voluntarily shot himself. Inquiries are still proceeding.

The elder woman, the dark-haired one, who, it is stated, had for some time been the mistress of the captain, is said to be in a nursing home suffering from appendicitis. She told a police magistrate that on March 11, when the captain died, she was paying him a visit. She had come to tell him that she intended to break with him and to request him not to write to her or try to see her again.

Captain Robert Marcy became excited, the woman said, and, saying that he could not live without her, took a revolver from his desk and shot himself. Frightened at the scandal that might result, the woman did not wait to see whether he was dead but rushed from the flat. In so doing she dropped the white glove the finding of which in the flat led the police to renew inquiries.

When she got home she could not rest until she knew what had happened and she asked a friend to go to see. This friend, the fair-haired woman, called at the flat and was met by the police magistrate who had been summoned to investigate the reported suicide. He showed her the body of the dead man and asked her why she had come. She stated that the captain had telephoned her earlier in the day asking her to visit him. She gave a false name and address, and police inquiries revealed the fact that the captain had not used his telephone that day.

THE WOMEN'S PART.

When we deal with the future of a people, we must not lose sight of the part which the women play, and so this article would be incomplete without some reference being made to our womenfolk. Many of our Straits Chinese women, or Nyonyas as they are commonly called, speak Malay in their homes and seldom utter a word of Chinese. They are illiterate, ignorant, superstitious and conservative. They are stumbling blocks to the progress of our community, and imbibe Malay ideas freely. Far be it from us to cast a slur on them. They deserve our pity rather than condemnation. They are not the products of a system which in the past did not see the desirability of giving them any education; hence they grew up illiterate, ignorant, superstitious and conservative. We are very glad, however, that the day when they had to be coerced to send their daughters to school is past, and that all the girls' schools are full to the limit. It is now a universally recognized fact that the strength of a people depends very largely upon the women who are instrumental in moulding their character. Hence, the question of the education of women cannot, but deserve the most careful consideration. Though it is gratifying to note that all the girls' schools are full we still think that many of our girls do not get any education at all. Some of our readers may think that we are laying too much stress on this subject, but what we want to point out is the absolute necessity of educating our girls. So long as our women remain illiterate and ignorant, that long will our future as a community be gloomy. We are told that many of our women waste their time in playing *Chai*. The only remedy for this bad habit is education. Let our girls of to-day, who will be the mothers of to-morrow, realize that the future of our community lies in their hands, and let them give such training to their children as will make them mentally, physically and industrially fit.

SHAPES OF SOUNDS.

GRAMOPHONE SECRETS EXPLAINED.

Professor J. A. Fleming, Professor of Electrical Engineering in the University of London, continuing his Christmas lectures to a juvenile audience at the Royal Institution on the subject of "Electric Waves and Wireless Telephony," pointed out that air resisted when compressed. They knew that by the force one had to exert when pumping up the tyre of a bicycle. Air also had mass or weight, and when set in motion continued to move. The air in that theatre, he said, had a weight of nearly four tons. When a sudden explosion occurred a hemispherical wave of compression was propagated outwards. Although we could not see these compression waves in the air we could photograph them, because the highly compressed air bent the rays of light a little. Hence we could take snapshot photographs of an air wave produced by an electric spark, by the aid of the light of another spark.

The professor proceeded to demonstrate by means of the Cladon disc and diagrams the nature and velocity of sound. Quite the most interesting of his experiments were those with the phonoscope, which showed that the loudness of sound was determined by height of wave, pitch by wave length, and quality by wave form. They could by this instrument photograph on a moving film any music or speech. Every sound had a shape which could be expressed by a line. In the case of pure musical sounds like those of an open organ pipe, or tuning fork, the wave form was a simple harmonic curve. In music, when one note gave twice as many vibrations as another, we called the interval of these notes an octave. The highest note in an orchestra gave about 4,000 vibrations a second, or a 5in wave. What we called a gramophone record was a hard, circular disc, with a spiral groove on it. It was prepared from a soft record disc in the following way: The finger or speaker sang or spoke to a disc or trumpet on the back of which was a cutting tool. This tool was made to travel in a spiral over a disc of soft wax, and it cut in it a little ditch or groove. As the tympanum vibrated the tool cut little indentations on the bottom or side of the groove the outline of which corresponded to the wave form of the speech or sound. From the soft disc hard copies were prepared called records. These were rotated under a lever which carried a needle or jewel and created vibrations of a music disc which reproduced with marvellous fidelity the sounds.

In conclusion the professor showed and explained Sir Charles Parson's aerophone, which Messrs. Creed manufactured and called by the better name of stenophone.

PHONE PAUL PRYS.

WHY LISTENING GOES ON.

"Listening in" to conversations on the telephone by operators was discussed at the resumed annual conference of the Union Post-Office Workers at Cheltenham.

Mr. Clark of Norwich, who moved a resolution that "the executive be instructed to press that the system of listening in by telephonists to obtain private information for telephone subscribers be immediately abolished," said the practice was a pernicious one. The danger was accentuated recently at Norwich by operators finding a notice on their switchboards to listen to any calls from a certain subscriber and if they appeared to be of a private character to report to the supervisor. This meant undertaking police work for the subscribers.

Miss Howse said that in the Norwich case a subscriber complained he was being charged for calls that he was making, and as an arrangement was made that the operators should report any calls for him that appeared to be of a private character. The operator was not supposed to listen to the conversation.

The Postmaster-General was unable to comply with the request of the union that the practice should be discontinued. It might be of advantage to assist the Department in preventing that calls of a subscriber were accurately recorded. Many subscribers were not aware that their own employees made private calls and accused the Post Office of charging calls that had not been made.

The resolution was carried by a narrow majority.

For circulating a report falsely accusing the French police of causing the death of a beggar, the secretary of the Shanghai Red Street Union and the manager of the *Kuo Wei* News Agency were fined \$25 each by the French Mixed Court on Monday last.

DAIRY FARM NEWS.

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STEEL GLASS VACUUM FLASKS.

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WE CAN SUPPLY THREE QUALITIES

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Prices \$4.50, \$3.95 and \$7.50 each.
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FIRST FLOOR SHOWROOMS

AT

WHITEAWAY'S
DES VOEUX ROAD.

WOMAN AMONG CANNIBALS.

PRISONERS TORTURED AND EATEN.

Miss Beatrice Grimshaw, the novelist, has arrived in England after an absence of 15 years in the South Sea Islands. She is charmed with her island home and means to return to it in two months' time.

She states that recently in New Guinea missionaries, by the aid of a roplane, discovered a valley containing 10,000 people, whose existence had never been suspected, and who were living at an altitude when it was imagined human life could not endure.

When she returns to New Guinea Miss Grimshaw means to develop a vanilla plantation, with the aid of natives belonging to cannibal tribes. "Cannibalism is rampant in New Guinea," she remarked, "although the Government is doing its utmost to abolish it. I am bound to admit that the finest types of labour come from the tribes that eat human flesh. There are large tracts of country that have never been penetrated by white men, and consequently the practice goes on there unchecked."

Asked as to how the cannibals obtained human flesh, Miss Grimshaw stated that prisoners who were taken in tribal conflicts were invariably eaten. Frequently they underwent torture before they were killed. Thus were many recipes for cooking human flesh. Miss Grimshaw said she had seen some ovens 6ft. long, also cauldrons and earthen pots, which were all used for this purpose.

"Don't believe what travellers tell you," she added, "if they say they have seen a cannibal feast, they have taken part in such feasts. They have played the prisoner part in the feast. The natives are very secretive about cannibalism and mean to know that it is wrong from the European point of view."

Talking of the Papuans, Miss Grimshaw said that there were a number of people who professed occult powers in New Guinea. They had a "Sorcerer's University," at which natives studied for two years, and she had seen much hypnotism and conjuring practised.

The condition of the women is bad, as they do all the heavy work and are really slaves, and yet it is the women who do the propitiating. The price of a nice girl is about seven pigs.

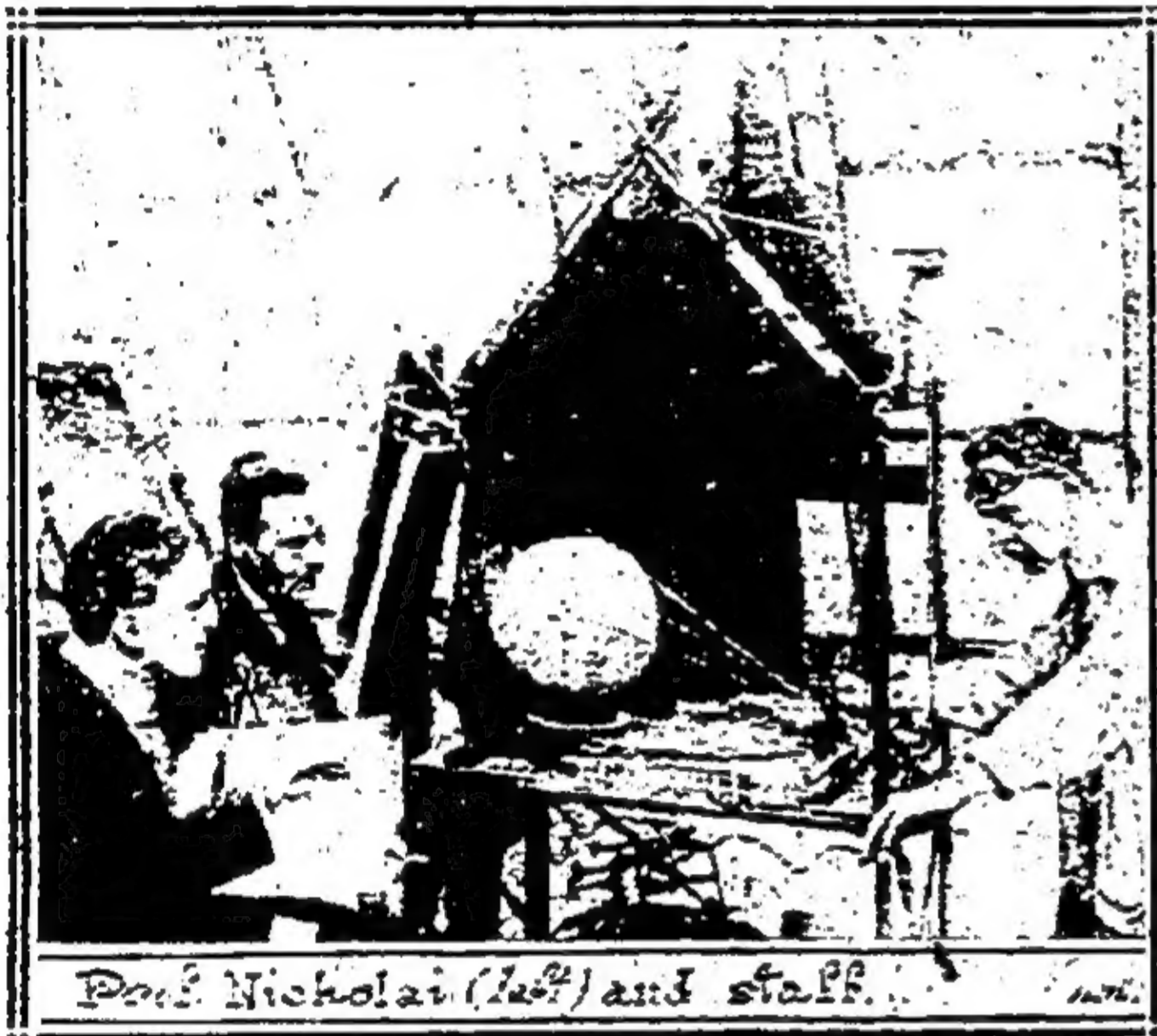
An interesting claim has been filed in the Mixed Court at Shanghai, through the Italian authorities, by Messrs. Musso and Fischer on behalf of Mr. G. A. Beni against a General Liu for the sum of Tls. 300,000. The petition shows that plaintiff, an Italian subject, and the defendant, entered into an agreement to form a Sino Italian Company (registered in the local Italian Consulate, as the Societa Italiana di Commercio ed Industria and known as the S.A.C.I.). The capital of the company, as agreed upon, was to have been \$1,500,000. Of this, defendant agreed to put up one-half, i.e., \$750,000, but later failed to do so. Wherefore plaintiff claims damages in the sum of Tls. 300,000.

A case of dreadful cruelty is occupying the attention of the Chinese newspapers in Shanghai. The story is that an orphan girl, 12 years of age, was sent by her guardian to work in a milk. At the end of the month she returned with her wages amounting to \$3.80, and was immediately accused by her guardian of retaining a portion for herself. The following day she was confined to her room, and on the next day she was found by her guardian, who had been told by a neighbour that she was dead, lying on the floor, and was immediately taken to the hospital. The girl was found to have been starved to death.



Mrs. Daniel C. Jaceling.

A social leader of San Francisco, will conduct a boxing carnival for raising funds for entertainment of wounded soldiers who are to be the city's guests.

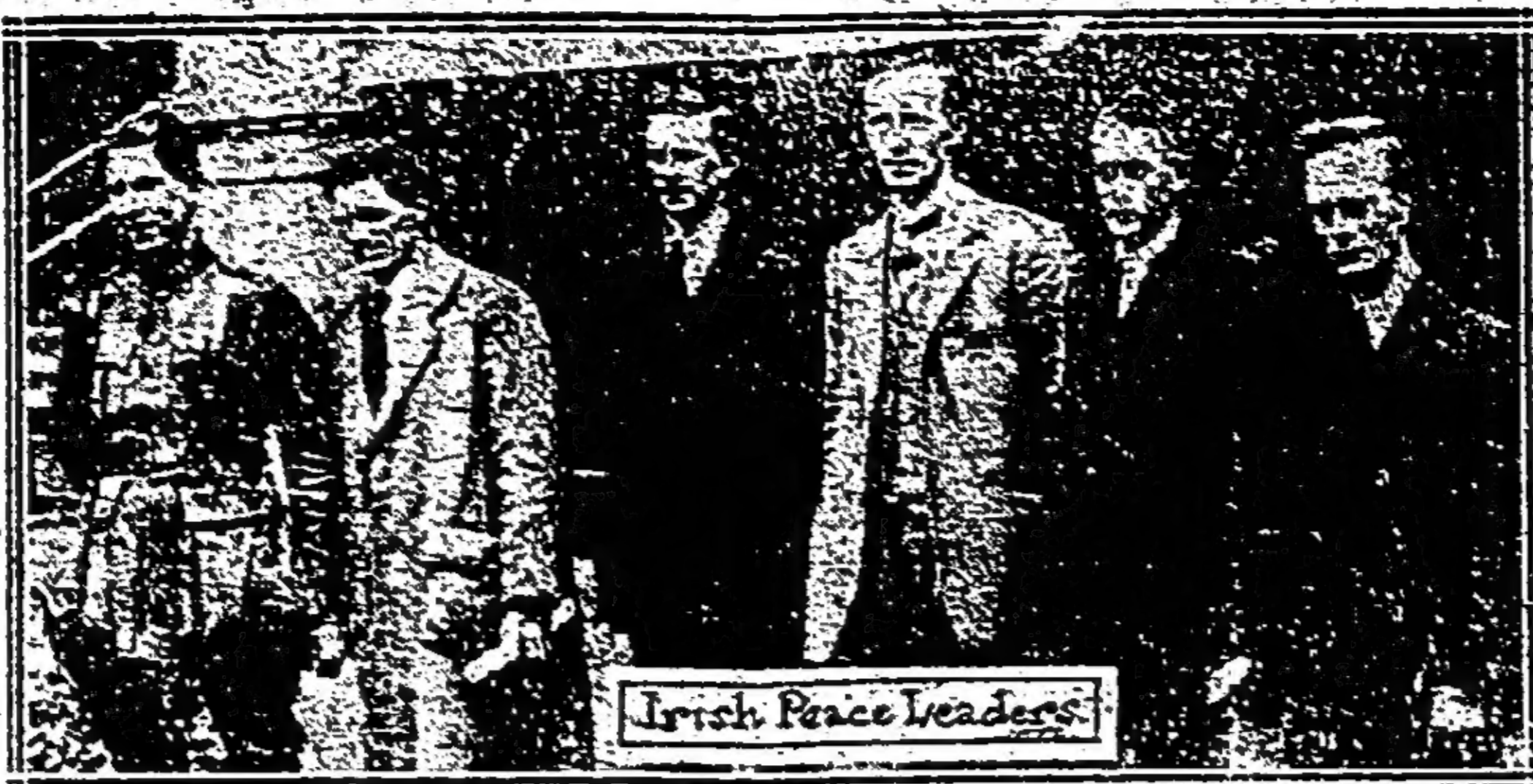


Still proving that the world is round.



Earl French and Col. Fawcett.

Field Marshal Earl French reviewed American troops at Brooklyn recently.



Irish Free State leaders.

Irish Free State leaders, who are striving for peace.

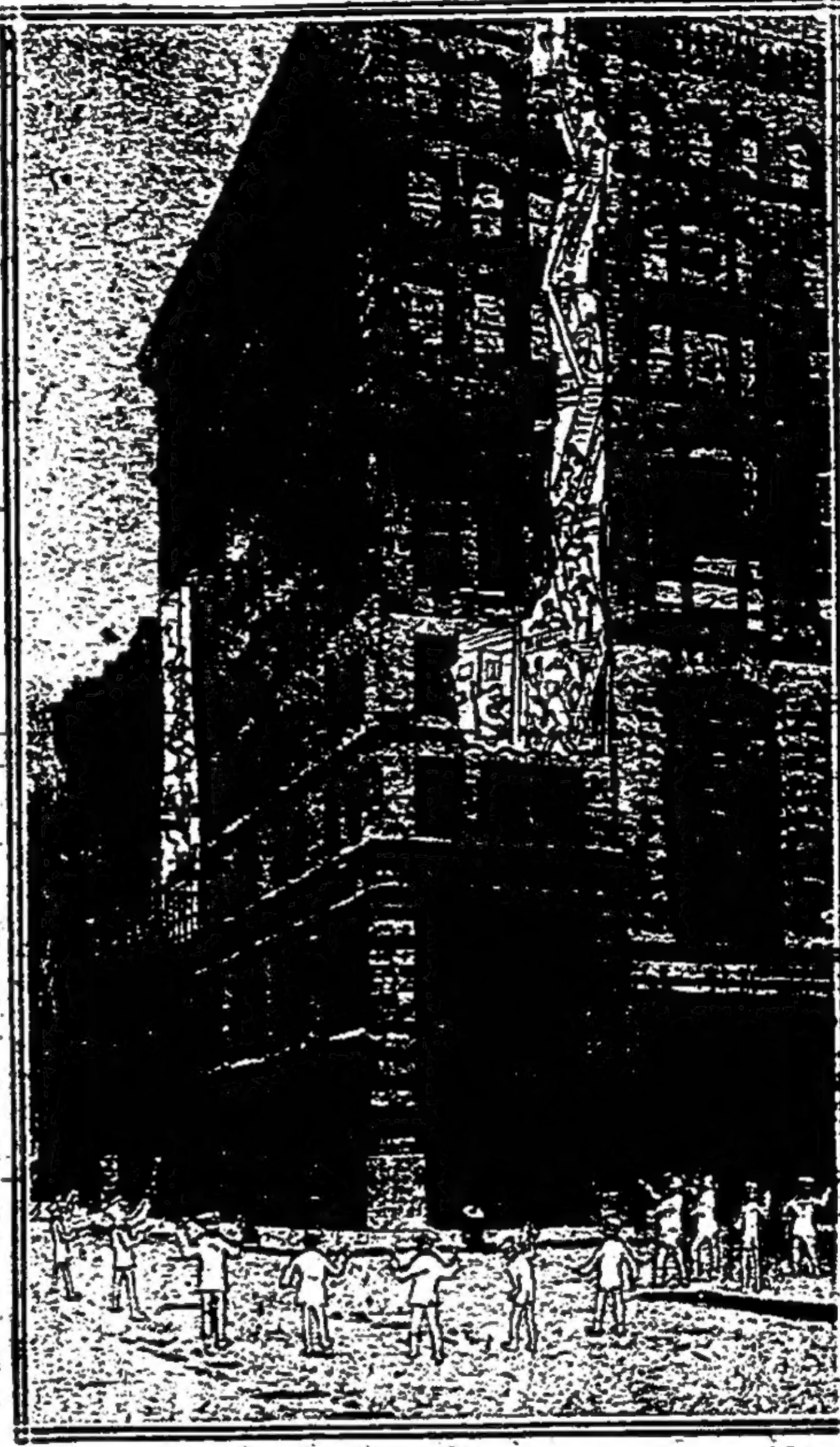
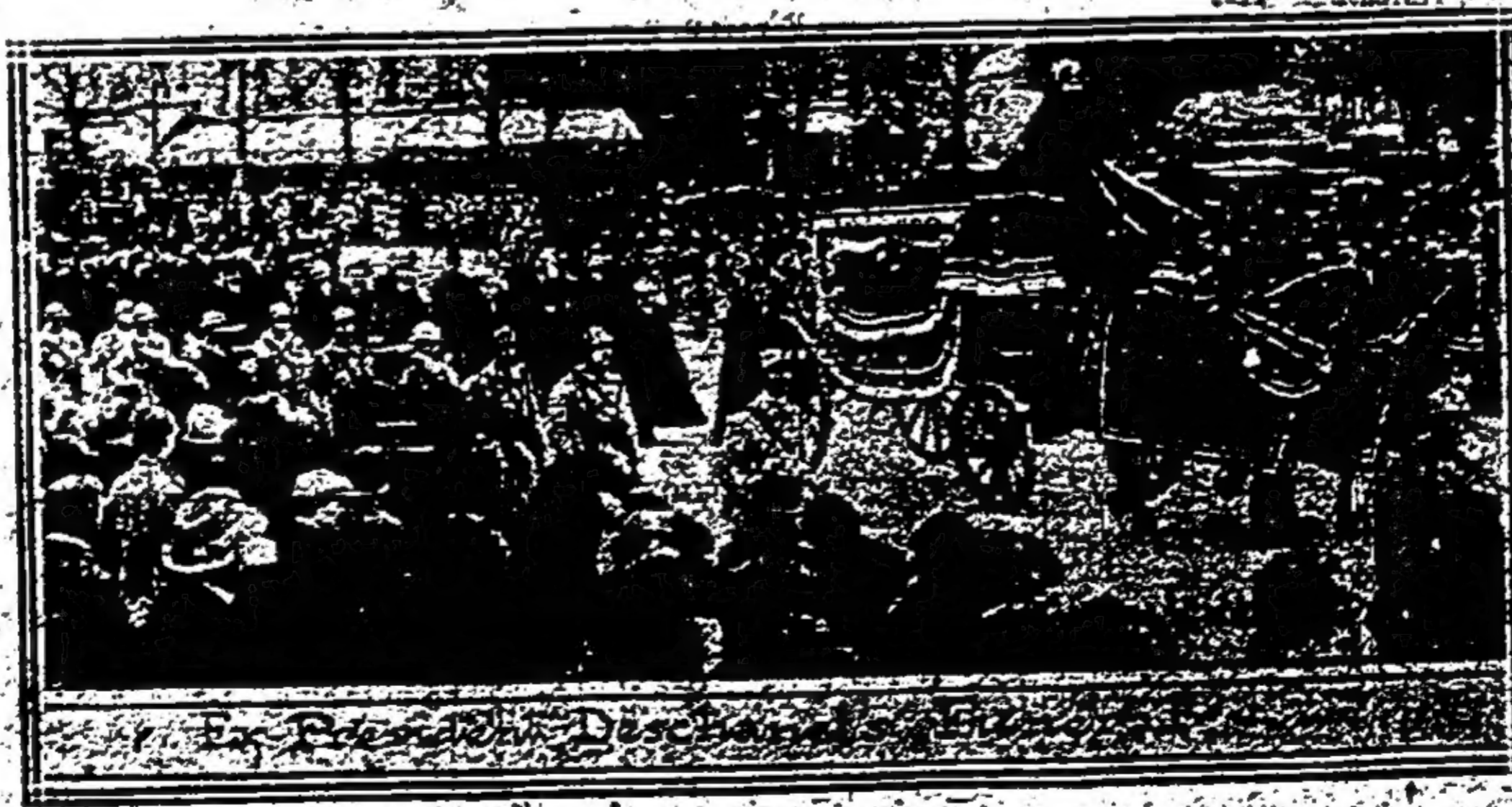


Diagram showing how New York police cornered a gang of safe-robbers. There was a brisk revolver battle. Three of the men captured are also shown.



Both civil and military bands followed Deschamps' body to Montparnasse.



Peggy Joyce.

America has this film star because of her reputation. She is very wealthy.



Cancer experts at opening of Harvard cancer laboratory.



These two German midgets had their property in America seized during the war. They now sue for its return. The man holding them up is their lawyer.

EYES RIGHT

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The house recommended by
many local doctors for the
sightseeing and the sun.

SEE US THIS WEEK.

FOR GOODNESS
SAKE! WHERE'D
YOU GET THE
BLACK EYE?



I SPOKE OUT OF
MY TURN AT
HOME.



YOU'RE A CHUMP! BEER STARDIN'
FER THAT KIND OF TREATMENT
FROM YOUR WIFE! I WOULDN'T
STAND FER IT! YOU TAKE
MY ADVICE AN' LET HER
KNOW WHERE SHE GETS
OFF!



SAY, DIDN'T I TELL YOU
TO BEAT THOSE RUGS -
YOU YAGUM - NOW
SHAKE A LEG BEFORE
I DRAIN YOU!



YES -
MY LOVE



HAVE YOU GOT
ANY MORE GOOD
ADVICES?



NOTICE TO SHIPPERS AND
PASSENGERS.

(Continued from page 7.)

LONDON.

July 2-E.L.	City of Glasgow.
4-B.F.	Achilles.
5-N.Y.K.	Matagorda Maru.
6-B.F.	Glenn.
7-N.Y.K.	Kashim.
8-B.F.	Matagorda Maru.
9-N.Y.K.	Pythia.
10-B.F.	Glenn.
11-N.Y.K.	Matagorda Maru.
12-B.F.	Glenn.
13-N.Y.K.	Pythia.
14-B.F.	Glenn.
15-N.Y.K.	Matagorda Maru.
16-B.F.	Glenn.
17-N.Y.K.	Pythia.
18-B.F.	Glenn.
19-N.Y.K.	Matagorda Maru.
20-B.F.	Glenn.
21-N.Y.K.	Pythia.
22-B.F.	Glenn.
23-N.Y.K.	Matagorda Maru.
24-B.F.	Glenn.
25-N.Y.K.	Pythia.
26-B.F.	Glenn.
27-N.Y.K.	Matagorda Maru.
28-B.F.	Glenn.
29-N.Y.K.	Pythia.
30-B.F.	Glenn.

LIVERPOOL.

July 2-E.L.	Demodocus.
4-B.F.	Oanda.
5-N.Y.K.	Kashim.
6-B.F.	Ningbo.

BULL.

July 2-E.L.	Gleniffer.
4-B.F.	Ningbo.

GLASGOW.

July 2-E.L.	Oanda.
4-B.F.	Ningbo.

DUNKIRK.

July 2-E.L.	Perc.
4-B.F.	Africa.
5-N.Y.K.	Java.
6-B.F.	Asia.
7-N.Y.K.	India.
8-B.F.	Panama.

AMSTERDAM.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

ROTTERDAM.

July 2-E.L.	City of Glasgow.
4-B.F.	Achilles.
5-N.Y.K.	Matagorda Maru.
6-B.F.	Glenn.
7-N.Y.K.	Kashim.
8-B.F.	Matagorda Maru.
9-N.Y.K.	Pythia.
10-B.F.	Glenn.
11-N.Y.K.	Matagorda Maru.
12-B.F.	Glenn.
13-N.Y.K.	Pythia.
14-B.F.	Glenn.
15-N.Y.K.	Matagorda Maru.
16-B.F.	Glenn.
17-N.Y.K.	Pythia.
18-B.F.	Glenn.
19-N.Y.K.	Matagorda Maru.
20-B.F.	Glenn.
21-N.Y.K.	Pythia.
22-B.F.	Glenn.
23-N.Y.K.	Matagorda Maru.
24-B.F.	Glenn.
25-N.Y.K.	Pythia.
26-B.F.	Glenn.
27-N.Y.K.	Matagorda Maru.
28-B.F.	Glenn.
29-N.Y.K.	Pythia.
30-B.F.	Glenn.

ANTWERP.

July 2-E.L.	Gleniffer.
4-B.F.	Ningbo.

HAMBURG.

July 2-E.L.	City of Glasgow.
4-B.F.	Achilles.
5-N.Y.K.	Matagorda Maru.
6-B.F.	Glenn.
7-N.Y.K.	Kashim.
8-B.F.	Matagorda Maru.
9-N.Y.K.	Pythia.
10-B.F.	Glenn.
11-N.Y.K.	Matagorda Maru.
12-B.F.	Glenn.
13-N.Y.K.	Pythia.
14-B.F.	Glenn.
15-N.Y.K.	Matagorda Maru.
16-B.F.	Glenn.
17-N.Y.K.	Pythia.
18-B.F.	Glenn.
19-N.Y.K.	Matagorda Maru.
20-B.F.	Glenn.
21-N.Y.K.	Pythia.
22-B.F.	Glenn.
23-N.Y.K.	Matagorda Maru.
24-B.F.	Glenn.
25-N.Y.K.	Pythia.
26-B.F.	Glenn.
27-N.Y.K.	Matagorda Maru.
28-B.F.	Glenn.
29-N.Y.K.	Pythia.
30-B.F.	Glenn.

COPENHAGEN.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

OSLO.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

STOCKHOLM.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

HELSINKI.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

TALLINN.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

RIGA.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

VILNIUS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

KAUNAS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

VILNIUS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

VILNIUS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

VILNIUS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

VILNIUS.

July 2-E.L.	Perth.
4-B.F.	Perth.
5-N.Y.K.	Perth.
6-B.F.	Perth.
7-N.Y.K.	Perth.
8-B.F.	Perth.
9-N.Y.K.	Perth.
10-B.F.	Perth.
11-N.Y.K.	Perth.
12-B.F.	Perth.
13-N.Y.K.	Perth.
14-B.F.	Perth.
15-N.Y.K.	Perth.
16-B.F.	Perth.
17-N.Y.K.	Perth.
18-B.F.	Perth.
19-N.Y.K.	Perth.
20-B.F.	Perth.
21-N.Y.K.	Perth.
22-B.F.	Perth.
23-N.Y.K.	Perth.
24-B.F.	Perth.
25-N.Y.K.	Perth.
26-B.F.	Perth.
27-N.Y.K.	Perth.
28-B.F.	Perth.
29-N.Y.K.	Perth.
30-B.F.	Perth.

U. S. R. C.

A SUCCESSFUL EVENING.

The concert and play given at the U. S. R. C. on Saturday was a real success, and the promotion was a real success. Unfortunately the electric light went out at about 8.30 one hour before the show was to start, and the first two or three items had to be given by candle light. The audience was very cheery, and helped the artist a great deal by settling down to this unfortunate happening.

Mr. C. W. Alan and Mr. Bingham rendered two very fine songs. Mr. Cyril Alan impersonated Wilkie Mitchell and Pte. Coupe of the "Titanic" were exceptionally good in their comic turns. Mr. G. A. Musitano was in good voice and rendered two songs, which were greatly appreciated by the audience.

After a quarter of an hour's interval, a one act play, by Alfred Satrio entitled "The Brackets" was produced under the direction of Mr. G. A. Musitano, the different characters

